

Section 12. PAR Approaches- Terminal

5-12-1. GLIDEPATH NOTIFICATION

Inform the aircraft when it is approaching glidepath (approximately 10 to 30 seconds before final descent).

PHRASEOLOGY-
APPROACHING GLIDEPATH.

5-12-2. DECISION HEIGHT (DH) NOTIFICATION

Provide the DH to any pilot who requests it.

PHRASEOLOGY-
DECISION HEIGHT (number of feet).

5-12-3. DESCENT INSTRUCTION

When an aircraft reaches the point where final descent is to start, instruct it to begin descent.

PHRASEOLOGY-
BEGIN DESCENT.

5-12-4. GLIDEPATH AND COURSE INFORMATION

a. Issue course guidance and inform the aircraft when it is on glidepath and on course, and frequently inform the aircraft of any deviation from glidepath or course. Transmissions with aircraft on precision final approach should occur approximately every 5 seconds.

PHRASEOLOGY-
HEADING (heading).

ON GLIDEPATH.

ON COURSE,

or

SLIGHTLY/WELL ABOVE/BELOW GLIDEPATH.

SLIGHTLY/WELL LEFT/RIGHT OF COURSE.

NOTE-

Controllers should not key the radio transmitter continuously during radar approaches to preclude a lengthy communications block. The decision on how often transmitters are unkeyed is the controller's prerogative.

b. Issue trend information as required, to indicate target position with respect to the azimuth and elevation cursors and to describe target movement as appropriate corrections are issued. Trend information may be

modified by the terms "RAPIDLY" or "SLOWLY", as appropriate.

EXAMPLE-

"Going above/below glidepath."

"Going right/left of course."

"Above/below glidepath and coming down/up."

"Above/below glidepath and holding."

"Left/right of course and holding/correcting."

REFERENCE-

FAAO 7110.65, Position Advisories, Para 5-12-7.

FAAO 7110.65, Monitor Information, Para 5-13-3.

5-12-5. DISTANCE FROM TOUCHDOWN

Inform the aircraft of its distance from touchdown at least once each mile on final approach.

PHRASEOLOGY-
(Number of miles) MILES FROM TOUCHDOWN.

5-12-6. DECISION HEIGHT

Inform the aircraft when it reaches the published decision height.

PHRASEOLOGY-
AT DECISION HEIGHT.

5-12-7. POSITION ADVISORIES

a. Continue to provide glidepath and course information prescribed in para 5-12-4, Glidepath and Course Information, subparas a and b, until the aircraft passes over threshold.

NOTE-

Glidepath and course information provided below decision height is advisory only. 14 CFR Section 91.175 outlines pilot responsibilities for descent below decision height.

b. Inform the aircraft when it is passing over the approach lights.

PHRASEOLOGY-
OVER APPROACH LIGHTS.

c. Inform the aircraft when it is passing over the landing threshold and inform it of its position with respect to the final approach course.

PHRASEOLOGY-
OVER LANDING THRESHOLD, (position with respect to course).

REFERENCE-

FAAO 7110.65, Final Approach Abnormalities, Para 5-10-14.

5-12-8. COMMUNICATION TRANSFER

Issue communications transfer instructions.

PHRASEOLOGY-

CONTACT (terminal control function) (frequency, if required) AFTER LANDING.

NOTE-

Communications transfer instructions should be delayed slightly until the aircraft is on the landing roll-out to preclude diversion of the pilot's attention during transition and touchdown.

REFERENCE-

FAAO 7110.65, Radio Communications Transfer, Para 2-1-17.

5-12-9. ELEVATION FAILURE

a. If the elevation portion of PAR equipment fails during a precision approach:

1. Discontinue PAR instructions and tell the aircraft to take over visually or if unable, to execute a missed approach. If the aircraft executes a missed approach, apply subpara 2 below.

PHRASEOLOGY-

NO GLIDEPATH INFORMATION AVAILABLE. IF RUNWAY, APPROACH/RUNWAY LIGHTS, NOT IN SIGHT, EXECUTE MISSED APPROACH/(alternative instructions).

2. If a surveillance approach, ASR or PAR without glide slope, is established for the same runway, inform the aircraft that a surveillance approach can be given. Use ASR or the azimuth portion of the PAR to conduct the approach and apply Chapter 5, Radar, Section 11, Surveillance Approaches- Terminal. When the PAR azimuth is used, inform the pilot that mileage

information will be from touchdown, and at those runways where specific minima have been established for PAR without glideslope, inform the pilot that the PAR azimuth will be used for the approach.

EXAMPLE-

1. Approach information when PAR azimuth used:

"This will be a surveillance approach to runway three six. Mileages will be from touchdown."

or

"This will be a surveillance approach to runway three six using P-A-R azimuth. Mileages will be from touchdown."

2. Descent Instructions:

"Five miles from touchdown, descend to your minimum descent altitude/minimum altitude."

REFERENCE-

FAAO 7110.65, Approach Information, Para 5-10-2.

FAAO 7110.65, Descent Instructions, Para 5-11-4.

b. If the elevation portion of the PAR equipment is inoperative before starting a precision approach, apply subpara a2.

5-12-10. SURVEILLANCE UNUSABLE

PAR approaches may be conducted when the ASR is unusable provided a nonradar instrument approach will position the aircraft over a navigational aid or DME fix within the precision radar coverage, or an adjacent radar facility can provide a direct radar handoff to the PAR controller.

NOTE-

The display of the NAVAID or DME fix in accordance with para 5-3-2, Primary Radar Identification Methods, is not required provided the NAVAID or DME fix can be correlated on a PAR scope.